

Department of Legislative Services
Maryland General Assembly
2015 Session

FISCAL AND POLICY NOTE
Revised

Senate Bill 714

(Senators Feldman and Rosapepe)

Finance

Environment and Transportation

Maryland Electric Vehicle Infrastructure Council - Reporting and Sunset
Extension

This bill extends, from June 30, 2015, to June 30, 2020, the termination date for the Maryland Electric Vehicle Infrastructure Council (EVIC) and establishes new interim and final reporting deadlines for EVIC.

The bill takes effect June 1, 2015.

Fiscal Summary

State Effect: Transportation Trust Fund expenditures may increase negligibly for the Maryland Department of Transportation to continue providing staff support to EVIC for an additional five years and produce the required reports. Revenues are not affected.

Local Effect: None.

Small Business Effect: Minimal.

Analysis

Bill Summary/Current Law: The bill establishes new interim reporting deadlines of December 1 each year from 2015 through 2018. The bill also repeals the final report deadline of June 30, 2015, and establishes a new deadline of June 30, 2020.

Background: Plug-in vehicles, which include hybrid-electric vehicles (*e.g.*, the Chevrolet Volt) and vehicles without gasoline-powered motors (*e.g.*, the Nissan Leaf and Tesla Model S), experienced a recent resurgence in popularity that has led to commercialization

of more than two dozen vehicle models from major manufacturers. Although plug-in electric vehicles represent a small percentage of total vehicle sales, the rate of growth in sales for these vehicles has generally been significant.

According to data from the Motor Vehicle Administration and EVIC, only 1 electric vehicle was registered in Maryland in fiscal 2010, 72 electric vehicles were registered in fiscal 2011, and 2,597 electric vehicles were registered in fiscal 2012. Although the number of newly registered electric vehicles dropped sharply in fiscal 2013 (with 2,727 total registered electric vehicles), a sharp increase occurred once again in fiscal 2014 and the first half of fiscal 2015. According to EVIC data, as of December 1, 2014, there were 5,544 electric vehicles registered in Maryland. For context, this is only about 0.01% of the total registered vehicles in the State, and about 9.2% of the EVIC goal of 60,000 registered electric vehicles in Maryland by 2020.

Chapters 400 and 401 of 2011 established EVIC and required it to develop a plan to expand the adoption of electric vehicles and develop an infrastructure charging network. In its final report issued in December 2012, the council issued several recommendations, including (1) extending EVIC through June 2015; (2) increasing the amount of zero-emission State fleet vehicle purchases to 10% by 2020 and at least 25% by 2025; (3) establishing a grant program for electric vehicle support equipment installation and procurement of transaction management software for multi-unit dwellings; and (4) extending the recharging equipment tax credit through December 2016 and the qualified electric vehicle excise tax credit through July 1, 2016.

To implement EVIC's recommendations, Chapters 64 and 65 of 2013 extended EVIC through June 2015. Further, Chapters 359 and 360 of 2014 extended the termination date of the tax credit program through fiscal 2017, altered the value of the tax credits, and replaced the electric vehicle recharging equipment income tax credit with a rebate program. According to the U.S. Department of Energy, Maryland has 577 public electric vehicle charging outlets, which ranks twelfth in the United States in terms of the number of chargers per capita.

The January 1, 2015 EVIC interim report contained two recommendations for future legislation: (1) establishing high occupancy vehicle lane reciprocity with Virginia; and (2) prohibiting homeowners' associations, condominium associations, and landlords from prohibiting or unreasonably restricting the installation of charging equipment by residents in such developments.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Department of Transportation, Maryland Electric Vehicle Infrastructure Council, U.S. Department of Energy, Department of Legislative Services

Fiscal Note History: First Reader - March 6, 2015
md/ljm Revised - Senate Third Reader - March 23, 2015

Analysis by: Evan M. Isaacson

Direct Inquiries to:
(410) 946-5510
(301) 970-5510